

Intimations.

after
meals

relieves that feeling

of fullness

CROWN
CREME DE MENTHE
(glaciale)WATKINS,
LIMITED,
AGENTS.

66, Queen's Road Central.

Hongkong, 21st December, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [10]

KELLY & WALSH, LD.

NEW NOVELS.

\$1.50 each.

THE ETERNAL CITY, by HALL CAINE.
MARIETTA, by F. MARION CRAWFORD.
LIGHT FREIGHTS, by W. W. JACOBS.
Hongkong, 27th December, 1901.

NEW YEAR GIFTS.

In great variety, largest selection of suitable presents in the Colony. Call and inspect our departments, you cannot fail to make a selection.

Gloves, Furs, Jackets, Capes, Leather goods, Fancy work, &c., &c.

WILLIAM POWELL, LIMITED,
28 & 34, QUEEN'S ROAD.
Hongkong, 31st December, 1901. [655c]THE
ROBINSON PIANO COMPANY, LIMITED.
JUST UNPACKED.A NEW SHIPMENT
OF
THE CELEBRATED
APOLLO PIANO PLAYER,
Inspection invited.

Hongkong, 22nd November, 1901. [653c]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares; Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and

Hongkong.

Hongkong, 1st July, 1901. [777c]

To-day's
Advertisements.

A CONCERT

WILL BE GIVEN IN THE
CITY HALL,
on
FRIDAY, 3rd January,
at 9.15 P.M.
Under the Distinguished Patronage of
H.E. Sir HENRY BLAKE, G.C.M.G.,
H.E. Admiral Sir C. BRIDGE, K.C.B.,
H.E. Major-General Sir W. GASCOIGNE,
K.C.M.C.,
Commodore POWELL, C.B.,
by
MAESTRO CALLUZZI,
ASSISTED BY
Mrs. FULLARTON, Mrs. HAMILTON, Miss
HANCE, Messrs. P. W. GOLDING, KRAAL,
E. MIKOW, F. MUSSO, W. J. TERRILL, and A.
G. WARD.Tickets.....\$3 each.
Seats may be booked at the Robinson Piano
Co's Store.
Hongkong, 31st December, 1901. [1444c]

A CHALLENGE TO ALL CHINA.

MR. BENTLEY is prepared to match an
unknown against any lad in China at
the Bantam-weight, limit 8 stone, 4 pounds,
for Fifty pounds sterling (£50), or upwards
under the following conditions:—

- 1.—Twenty rounds of three minutes duration.
- 2.—Four ounce gloves to be used.
- 3.—The ring to measure sixteen feet.
- 4.—Men to weigh in at 4 P.M. on day of contest.
- 5.—Should either man exceed the above weight he will forfeit all money deposited.
- 6.—Match to come off in Hongkong on Thursday, Friday or Saturday, January 23rd, 24th, or 25th, 1902.

No other terms will suit. All offers of purses
to be made before above date. Failing a
suitable purse, will box for the stakes.
WILLIAM H. BENTLEY,
(Backer).[Note.—Mr. Bentley has deposited twenty
sovereigns with us as an earnest of good faith.
All challenges to be sent to this office. Ed.,
—H.K.T.]
Hongkong, 20th December, 1901. [1354c]DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

The Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched for the
above Ports, on THURSDAY, the 2nd January,
at Daylight.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 31st December, 1901. [1417c]To-day's
Advertisements.THE
EASTERN GENERAL AGENCY.Commission, and General Agents for the Sale
or Transfer of Businesses, Houses, Land,
and Property of every kind.
Loans, and Mortgages arranged.
16, Des Vaux Road, Hongkong and
at Singapore and Soerabaya.
ARMORIAL BEARINGS AND
PEDIGREES.Full information on above subjects furnished
by
"J"c/o Eastern General Agency,
16, Des Vaux Road,
Hongkong, 31st December, 1901. [1425c]

NOTICE.

I, GEORGE HAROLD MEDHURST, of
Hongkong hereby give Notice that in
consequence of it being my intention to trade
the undenoted steamer in Japanese Waters, I
have applied to the Board of Trade under
Section 47 of the Merchant Shipping Act, 1894,
in respect of the ship "OYU" of Hongkong;
Official Number 86119 of Gross Tonnage
2,049.33 Tons. Register Tonnage 1,200.95
Tons, heretofore owned by me, for permission
to change her name to "YOSHINO MARU"
and to have her registered in the New Name
at the Port of Hongkong as owned by me.
Any objections to the proposed change of
name must be sent to the Registrar of Shipping,
at Hongkong within seven days from the
appearance of this advertisement.
Dated at Hongkong, this 30th day of
December, 1901. [1423c]COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, PONDICHERY,
MADRAS, CALCUTTA, DJIBOUTI,
EGYPT, MARSEILLES, MEDITER-
RANEAN AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.ON MONDAY, the 13th January, 1902,
at 1 P.M., the Company's Steamship
"INDUS," Captain Duchateau with Mails, Pas-
sengers, Specie and Cargo, will leave this Port
for MARSEILLES, via Ports of Call, WITH-
OUT TRANSITMENT.Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 P.M.
Specie and Parcels until 2 P.M., on the 12th
January. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.
For further Particulars, apply at the Com-
pany's Office.
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 31st December, 1901. [1004c]

"GLEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.
THE Steamship
"GLENSHIEL,"
Captain McGillivray will be despatched as
above on TUESDAY, the 14th January, at
Noon.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 31st December, 1901. [1420c]OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"DORIC."
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 31st December, 1901. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"SHANGHAI,"
FROM ANTWERP, LONDON, PORT SAID,
SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex S.S. Egypt.
Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M., TO-DAY.
Goods not cleared by the 6th January, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.
E. A. HEWETT,
Superintendent.
Hongkong, 31st December, 1901. [5]STEAMSHIP "CALEDONIAN."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
and Havre, ex s.s. "The Glen," Bordeaux,
ex s.s. "Ville de Celles" in connection with above
Steamer, are hereby informed that their Goods,
with the exception of Opium, Treasure and
Valuables are landed and stored at their
risks into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after TUESDAY, the 7th January, at NOON,
will be subject to rent, and landing charges.
All claims must be sent in to me on or before
the 7th January, or they will not be recognised.
The damaged packages will be examined on
TUESDAY, the 7th January, at 2 P.M.
No Fire Insurance has been effected.
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 31st December, 1901. [1004c]To-day's
Advertisements.

NOTICE.

We have This Day opened a BRANCH
of our FIRM at Hongkong, and Mr.
ELIAS M. ALDEGUER is authorised to SIGN
our Name per Procuration.
HIJOS DE I. DE LA RAMA,
OF ILOILO, P. I.
Nos. 22 and 24, Bank Buildings,
Hongkong, 31st December, 1901. [1421c]

NOTICE.

MR. A. BABINGTON is authorised to
SIGN our FIRM'S Name from 1st
January, 1902.
SHEWAN, TOMES & Co.,
Hongkong, 31st December, 1901. [1422c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

We beg to notify

THE ARRIVAL OF OUR NEW

SEASON'S

CONFECTIONERY,

Comprising:—

Selections of the Purest and

Best Description,

FROM

The Simplest Quality to that of the

Finest of the

Imported from the Leading

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.At Craigieburn Hotel, on the 31st instant,
the wife of CARL GEORG, of a daughter. [1418c]MARRIAGE.
At St. Peter's Church, West Point, Hong-
kong, on the 31st December, 1901, by the Rev.
J. H. France, M.A., ALFRED EDWARD EM-
ANUEL, Chief Officer of the steamship Kwang
Lee, to EMMA, daughter of the late John
Edward Rae, of Newcastle, New South Wales. [1419c]

The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 31, 1901.

NOTES AND COMMENTS.

The Dying Year.

There is always a tinge of sadness attach-
ing to the thought that the life of the Old
Year is slowly but surely ebbing away. Most
of us have something to regret; some duty
which we have neglected; some wrong, un-
known perhaps to others, but none the less
conscience-pricking; some loved one lost to
us, maybe, by death or perhaps by our own
fault; these wrongs and omissions we would
give much to repair, but what is done is
beyond recall, and we can but think sadly
over them as the last moments of the Old
year are slipping swiftly by and make good
resolutions for the future, in the hope that
some of them at least may outlast the year
which is shortly to be born.We in Hongkong have some varied expe-
riences to look back upon during the year
which is now drawing to a close. During its
early months the whole Colony was plunged
into mourning by the death of our late
Queen, Victoria the Good, next followed the
plague and the Cochrane Street collapse,
minor accidents and disasters have been
moderately numerous, and death has claimed
more prominent Hongkong residents than
has been the case for several years past. The
year has been one of strife for many, a time
of struggle against the ever increasing cost of
living, with which salaries have not keptpace. Still, most of us have been able to
keep our heads above water and we can all
hope for better times in the new year.But the coming year promises to be a
busy one for us. It is evident that it must
decide whether China is to be really opened
up to European enterprise or whether the
conservative party will make another attempt
to oust the foreigner and his goods. If, as
we hope, matters tend towards the gradual
opening up of the country, we shall see a
great expansion in trade and we of the
Colony cannot fail to benefit thereby. Then
too, an attempt is to be made to get our
own house in order. Cleansing operations
are in progress throughout the City as
a precaution against the plague, sanitary ex-
perts are on the way out to advise us how
best to improve the sanitary condition of the
Colony generally, and every effort is to be
made to rid us of the yearly visitation of
plague which plays such havoc with our
trade and business generally. The tramway
scheme may be expected to become more
in evidence as the year progresses and
several other beneficial works are in hand,
which will all tend to add to the health and
comfort of the Colony.Our little worries seem very real to us
here, but, as compared with the great un-
dertakings going on the world over, they are
in reality of very little consequence to any
but ourselves. Still, although we are
but a speck upon the map of the British
Empire, we like to imagine that we are a
very important one, and our little
bickerings, ambitions and undertakings are
as dear and as real to us as those which
concern nations. Let us hope that the
coming year will see our quarrels one with
another cease, our ambitions realized and our
undertakings brought each to a success-
ful issue.

THE TWEEFONTEIN FIGHT.

LONDON, December 28th.

In the fighting at Tweefontein, the British
casualties were six officers killed and eight
wounded, and fifty-two men killed. The
list of wounded in the non-commissioned
ranks has not yet been received. Half the
column were taken prisoners. There was
no panic during the fighting, all did their
best, but the Boers were too strong. Two
wagon-loads of Boers dead and wounded
were removed from the field.

COLONEL SPENS'S CASUALTIES.

In the Boer attack on Colonel Spens at
Beginderlyn, Transvaal, reported on the 23rd
instant, the British lost ten killed and fifteen
wounded.FURTHER FIGHTING AND
CAPTURES.Kitchener's Constabulary has been suc-
cessful in the capture of prisoners and
wagons near Bothaville.Captain Chapman of the Dublins, the
hero of the fight before Fort Itala, has dis-
persed a Boer laager at Babanango, and cap-
tured a quantity of stock and prisoners.

SOUTH AFRICA.

THE TWEEFONTEIN FIGHT.

December 29th.

The prisoners taken by the Boers at
Tweefontein have been released, and their
arrival at Bethlehem is announced.ATTACK ON BRITISH CONVOY
REPULSED.An attack on a British convoy by com-
bined Boer commandos in the West of Cape
Colony has been repulsed.

LOCAL AND GENERAL.

NEW YEAR'S DAY, being a public holiday,
there will be no issue of the Hongkong
Telegraph. We take this opportunity of wishing
all our readers and friendsA BRIGHT AND PROSPEROUS
NEW YEAR.THE TAIKOO SPORTS take place to-
morrow.STORM has been followed by a bog slide in
Jreland. A mass, 300 yards wide, flowed twelve
miles.A PROPOSAL is to be made in America for
utilising the Philippines as a penal colony for
Anarchists.H.M.S. WATERWITCH is expected to
return from Mirs Bay to-morrow, having com-
pleted her survey.MR. A. BABINGTON is authorised to sign
for the firm of Messrs. Shewan Tomes & Co.
from 1st January, 1902.THE DOCK DANCE takes place this evening
and promises to be even more successful
than those of former years.FARTHING POSTAGE for halfpenny news-
papers is the newest movement at home. It is
initiated by the Newspaper Society.MESSRS. COTTAM & CO. for FOOT-
BALL BOOTS.MESSRS. COTTAM & CO. for WARM
DRESSING-GOWNS.AN AMERICAN FIRM has agreed to de-
liver 2,000,000 watches during the next year.
This is by far the largest order ever given for
timepieces.MESSRS. LANE CRAWFORD & Co. are
advertising a lengthy list of new materials
added to their tailoring department for the
racing season.THE STEAMSHIP THYRA sailed from
Portland with the largest cargo of lumber ever
loaded—3,350,000 feet—all rail-road ties to
relay tracks torn up by the Boxers.DR. LOWSON—We regret to hear that Dr.
Lowson was forced to go to the Hospital on
returning to the Colony. He is suffering from
pneumonia, but is improving. We hope to see
him about again shortly.SERGEANT W. BURD, of the Black Watch,
Instructor to the Railway Volunteers in Cal-
cutta committed suicide by shooting himself
with a rifle at the Armoury at Scaldah. The
deceased left a letter, saying his position in the
Volunteers was intolerable.A "WATCH-NIGHT SERVICE" will be
held to-night in St. Peter's Church, West Point
(corner of Des Vaux Road, W. and Western
Street). Carols will be rendered by the Choir,
between 10.45 and 11, the Service proper com-
mencing at 11. Strangers are cordially invited.THE RETURN OF VISITORS to the City
Hall Library and Museum for the week ending
29th December, shows:—

	Library.	Museum.
Non-Chinese	159	91
Chinese	91	1,314
Totals	250	1,407

TELEGRAMS.

THE MANCHURIAN CONVENTION.

RUSSIA OBDUKATE.

(From Our Own Correspondent.)

SHANGHAI, December 31st.

The Peking correspondent of the
Shanghai Mercury reports that the
Russian Minister has replied to the
Chinese Plenipotentiaries refusing to
modify the Manchurian Convention.

REUTER'S TELEGRAMS.

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THE TWEEFONTEIN FIGHT.

TWENTY NEW WARSHIPS, many of them cruisers, will shortly be offered by the Admiralty for building by public tender.

PRESSED STEEL is coming into use in America for the construction of railway wagons, and is likely to be adopted in England.

GREAT FRICTION exists at the War Office, and the early resignation of Lord Roberts may be expected. This is a rumour from Paris.

CHANGE OF NAME—The name of the steamship *Oro* is to be changed to *Yoshino Maru*, as she is to trade in Japanese waters.

AN ADDRESS will be presented to His Excellency the Governor, Sir Henry A. Blake, G.C.M.G., at Government House, at noon on Thursday next, the 2nd January, by the Chinese Community of Hongkong.

THE PARIS EXHIBITION closed its doors a year ago, but the debris of the buildings still litters the ground, and the melancholy ruins of the unprofitable undertaking continue to disfigure the banks of the Seine.

COMMUNICABLE DISEASES—The return of cases of communicable disease occurring in the Colony during the week ended 28th December shows two cases of enteric fever, one European and one Chinese.

THE PHILADELPHIA CITY HALL, was designed to cost £600,000, and was to be completed within ten years, an extraordinary allowance of time. It has cost £5,000,000, and after thirty years is yet incomplete.

MR KRUGER is very fond of grouse. Two brace were sent to him every day by a London dealer (according to a London paper) and a bird, with a bottle of the best champagne that money can procure, forms his daily lunch.

STEAD'S STUPIDITY—Mr. Stead, in a lecture on the war at Bethnal Green, London, said many things in his own peculiar vein. We are under "the brand of Cain," he was saying, "by lies," and have committed every crime except the shooting of prisoners.

A SHOOTING AFFRAY occurred recently at the meeting of the municipality at the "Bunnie," near Monte Carlo, when a discontented member of the Council shot the Mayor and another official. The latter is dead, and the Mayor was dangerously wounded in three places.

THE NUMBER OF VOLUMES in the British Museum Library, according to a recent counting, is now over 2,000,000. There are more than 160,000 volumes of English newspapers, counting Welsh as well as English, 100,000 volumes of Scottish papers, and 900,000 from Ireland.

THE STATE MEDAL, which will be issued next year on the occasion of the coronation of their Majesties the King and Queen Consort, will be designed and struck in the Royal Mint in accordance with long custom. Its execution has been entrusted to Mr. G. W. de Saulles, engraver to the Mint.

THE SHELL TRANSPORT AND TRADING COMPANY, of London, intend making Dover the first liquid fuel station in the English Channel. There is now a chain of these stations extending from Marseilles to China and Japan, and it is intended to set up depots at Dover, Liverpool and Havre.

NEW YEAR HOLIDAYS—On New Year's Day and 2nd January, the Post Office will be open from 8 to 2 p.m. only. Correspondence for local delivery on those days may be posted up to 9 a.m. The Night Box will be left open during the time the office is closed. The Money Order office will be entirely closed on both days.

THE SKATING SEASON has begun—at Niagara in London, where the band plays dreamy waltzes, electric lights shed a soft lustre on the scene, and there are cosy, palm-decked nooks where you can "sit out" and sip coffee and murmur carefully-considered impromptu witticisms into the ear of your charming companion.

A PECULIAR FIND of family plate has been recently made in Singapore. A gentleman who happened to be visiting some Chinese pawn-shops had his attention arrested by two pieces of plate with a crest on. On examining them he found that the crest was that of his mother's family, which had been lost for seventy-six years. They were originally the property of Major Hugh Davidson, who was military secretary to Sir Stamford Raffles, who died in Penang, and the gentleman who found them was that gentleman's great grandson.

THE CHINA PONY—Writing in the *China Morning Herald*, Mr. A. B. Patterson, who was in Hongkong recently, makes the following concluding observations:—A China pony of 13 hands 1 in. in height has carried 11st and run 2 miles in 2 minutes 2 seconds—really wonderful for such a small looking little thing. We cannot make any money exporting horses to China except for racing, as for hard work the China pony, costing about £8, would be hard to match in the world, and Chinese cattle furnish very good beef at about 2d per lb.

BARON BRAMPTON, before he was elevated to the Lords, had several exciting experiences. He was always noted for his closeness of crop, and this led to a curious incident in a skittle alley in a country village. While out one day with a companion of like tastes he stopped at a wayside inn, and was soon hard at skittles with two rustics. In an unguarded moment the fudge removed his cap. Thereupon one of the rustics, eyeing him suspiciously, said:—"I don't mind bein' neighbourly, but I'm darned if I'm goin' to play skittles with a ticket-of-leave man."

MESSRS. COTTAM & CO. for DRESS SHIRTS, TIES and WHITE KID GLOVES.

LOSS OF THE S.S. "CLARA"

EIGHT EUROPEANS AND ELEVEN CHINESE MISSING.

GALLANT RESCUE BY THE S.S. "HANOI."

The S.S. *Hanoi*, Captain P. Merlees, belonging to Messrs. Marry & Co., arrived in the Harbour yesterday evening about seven, and reported the loss of the S.S. *Clara* (Messrs. Jebsen and Co.) on the North Bank, this side of Hoihow. The story of the wreck, as supplied by the 2nd officer, supplemented by what happened on the rescuing vessel runs as follows:—

The S.S. *Clara* left Hoihow for Hongkong about 2 p.m. on the 28th instant. The weather was fine but a heavy sea was running. At eight o'clock the same evening, without warning, she struck the bottom heavily, the heavy rollers after broaching her to, lifted her clean over the shallows into deep water where the anchor was dropped in 15 fathoms. It was at once seen that she was making water rapidly and the pumps were set going. After a short time, owing to becoming clogged, the pumps could make no headway against the rising water and the ship commenced to settle down on all even keel. At 4 a.m. on the 29th a boat was ordered away, in charge of the 2nd Officer, filled with a portion of the crew and some Chinese passengers and got safely away from the ship's side and made off in a Southerly direction.

At 7.5 a.m. on the 29th the S.S. *Hanoi* left Hoihow in charge of Captain P. Merlees, and while passing Hainan Head sighted a European boat with the occupants waving a SIGNAL OF DISTRESS.

The ship's course was immediately altered and, in spite of a heavy sea, all were safely got on board and turned out to be the 2nd officer and fifteen of the crew and passengers of the ship-recked *Clara*. The mate in charge of the boat informed Capt. P. Merlees that two more boat loads had left the ship and asked him to stand by. The *Hanoi* was headed in-shore and shortly afterwards sighted the two boats, which with some difficulty were got on board. The first of the latter two contained passengers and was in charge of the 3rd officer, a German, whose name we have been unable to ascertain. The second was handled by the 3rd Engineer with a number of Chinese engineers and firemen. They reported that a fourth boat had left with the Chief Officer in command with 11 passengers. This boat had been passed by the 2nd mate's boat seemingly steering about North, while the second, made South. The last two boats were picked up between ten and eleven on the morning of the 29th and they reported that rafts had also, left with some survivors. A sharp look-out was kept and two rafts were made out making signals of distress with their oars. The *Hanoi* ran down to them and found them peopled with Chinese passengers and some of the crew.

IN A VERY EXHAUSTED CONDITION. Seas were breaking over them and with less dragging in the water they were half perished with cold and exposure. The *Hanoi* was rolling considerably, so much so, that the Captain sent down his 2nd Officer on to the rafts to bend lines on to the occupants, who were hoisted on board, all reaching the deck in safety. The *Hanoi* was again got under way and steamed in towards the North Bank, a dangerous shoal stretching out some distance from shore. As far as the 2nd mate of the *Clara* could make out this was the bank the steamer struck on. Capt. Merlees stood on until the shoaling water warned him that it would be dangerous to go in nearer, and then heaved to along the North Bank, keeping a good look-out, right to the North end, but nothing was to be seen either of the steamer or the remaining boats. Again the whole length of the bank was patrolled and, although a light drizzling rain was falling, the weather was clear with a range of vision of from four to five miles. The wind was from N.E. with a two knot current running in shore. Captain Merlees continued on the look-out for over another hour and at one time ventured so close in that a N.W. course had to be laid to miss the Middle Bank. Nothing, however, was seen, and at last all hope of rendering any more assistance was abandoned and the steamer was headed for Hongkong and arrived yesterday evening as previously stated.

SURVIVORS AT HONGKONG.

Through the efforts of Capt. Merlees and his officers, 42 Chinese passengers and crew with the 3rd Engineer and the 2nd mate were safely landed. The 2nd mate left the ship at 4 a.m. on the morning of the 29th, she having struck at 8 p.m. on the 28th. The Captain and Chief Officer with the 1st and 2nd Engineers and four European passengers (3 from Haiphong and one from Hoihow) were left on board with a small boat belonging to the Captain and one raft.

The following is a list of those missing:—Captain Ulderup, Chief Officer Hansi (left in boat with eleven passengers and crew) Chief Engineer, Wittmack; 4 European passengers (names unknown).

While regretting the wrecking of a good ship with a possible loss of life too great stress cannot be laid on the good work done by the S.S. *Hanoi*. Standing by as she did while there was the slightest hope of being of use, successfully taking on board the different boat loads while rolling in a choppy sea and saving

HELPLESS MORTALS FROM FLIMSAY RAFTS by the aid of slings, stumps Captain and officers as some of the best. To take a steamer drawing as much water as the S.S. *Hanoi* in so close to dangerous shoals, as those in the Hainan Straits, requires a level head and great experience in seamanship. Let us hope that Capt. P. Merlees will meet with a tangible reward for his meritorious services at the hands of those most interested. It will not be the first time that this gentleman has met with recognition for work well carried out, as he was awarded the Mandarin's button of the 5th rank for services

MESSRS. COTTAM & CO. for THE FAVORITE-STRAW HAT also TAN KID GLOVES.

rendered during the Japan-China War of '95 while in command of the S.S. *Smith*, now renamed the *Hue*.

The S.S. *Clara* was built in 1882 and was 675 tons nett register, and has been plying between Haiphong, Hoihow and Hongkong since 1884. It is surmised that she got out of her bearings owing to currents setting her in shore and presumably sank at her moorings, as if still afloat she must have been seen by those on the S.S. *Hanoi*. On enquiry at Messrs. Jebsen & Co.'s office, no news could be gathered owing to the wires being down between Hongkong and Hoihow. It is, however, hoped that the Captain and passengers have either safely reached the main land (about 20 miles from the scene of the disaster) or have, with the Chief Officers boat, made port.

The two Europeans landed are Mr. Melhouse, 2nd Officer, and Mr. Frenzel, 3rd Engineer.

ROYAL HONGKONG YACHT CLUB.

The 5th Club Race was sailed over Course 5, i.e. off Chungshue, W. Fairway Buoy, mark boat again, and home. The wind was light from the S.E. all day and very light near the finish. *Bonito* and *Alannah* were the only starters in the 1st class, and they got away side by side exactly as the gun went. For about four miles they ran neck and neck, when the wind dropped and *Alannah* jumped away. The mark was rounded by.

Alannah..... 2 3 15
Bonito..... 2 6 21½

On the beat to the Fairway Buoy, the breeze freshened and *Alannah* increased her lead. *Bonito* closed up slightly in the run back to the mark, but on turning to the wind *Alannah* began to leave *Bonito*, which was not going in form. The latter came home inside Stonecutters' which did not pay her at all, there being little or no tide and less wind. Times at the finish:—

Alannah..... 4 46 30—10 32
Bonito..... 4 57 55—4 34

ONE DESIGN CLASS.
Erica got away first, *Min* close up, with *Colleen* and *Kathleen* in close attendance. This order was maintained for some distance down the harbour, when the wind increasing to a nice steady blow, *Colleen* took second place; *Erica* holding her lead rounded the mark boat 1 min. 10 secs. ahead, very little dividing the others. On hauling in sheets for the beat to North Fairway Buoy, *Erica* and *Colleen* drew away from the others, *Erica* still holding her lead from *Colleen*, the others some way astern; in this order the boats again rounded the mark boat for the thrash home. Here *Colleen*, by keeping close in to the Kai-chau shore, caught a little on *Erica*, and when the boats were off Stonecutters it was either *HE* or *HE* gaining a little and then the *LO* of *Colleen* managed to cross *ER*. *HE* kept her under her lee till n. a close race up the harbour, *Colleen* here, *ER* a nice little breeze, which brought her over a winner by 62 seconds from her rival; *Min* was third, with *Kathleen* last but closer up than the times would show.

Times at the finish:—
Colleen..... 4 56 8—20
Erica..... 4 57 10—8
Min..... 5 12 10—1
Kathleen..... 5 18 10—1

2ND CLASS.
The *Maid Marion* and *Chanticleer* came out for the first time this season, having recently changed hands and obtained permission to sail in the second class. There was not much between the boats in the run to the leeward mark, but in the turn to windward the *Maid Marion* soon showed she had not lost her superiority to her ancient rivals, and in a falling wind scored her first win.

The times at the finish were:—
Maid Marion..... 5 34 0
Payne..... 5 41 8
Chanticleer..... 5 42 5

Meteor did not finish.

The time limit for the month of September being 5.30, the race has to be re-sailed.

AT THE MAGISTRACY.

December 31st.

A DANGEROUS CARGO.
Lo Yau Tuk, master of a fishing boat, was arrested yesterday for carrying on his boat, dynamite and detonators without a label showing their dangerous character. He lost his dynamite and also parted with \$5.

OPPOSITION POST OFFICE.

A trader named Li You has come under the ban of the Postal authorities. He was convicted to-day of carrying mail matter between Hongkong and Kong Mun without passing it through the General Post Office. Two months' reflection in Gaol will teach him that although it may not be as rapid, it is cheaper to pay two cents postage on letters and allow them to be delivered by the proper authorities.

PATIENCE IS A VIRTUE.

Mr. Ferdinand Cassial, a civil engineer, stopping at the Hongkong Hotel, on the 28th inst. at tiffin, complained that his coffee was a long time in being served. To emphasize this complaint it is alleged that he struck the boy that was waiting on him. He asserted that the boy had struck him first on the shoulder, but evidently the preponderance of evidence was in favour of the boy, as Cassial was fined \$1 to-day by the Magistrate.

MESSRS. COTTAM & CO. for the LATEST STYLES in "DRESS & CO'S FELT HATS."

Entertainments.

BOXING.

CITY HALL, TO-MORROW, (TUESDAY), the 1st January, 1902.

A. MONK, R.W.F. and G. LENNARD, R.M.A., H.M.S. *Wivern*, will box the best of 20 Three-minute rounds with 4 oz. gloves for \$250 a side and a purse of \$400, under the Marquis of Queensbury rules, for the Heavy-weight Championship of the Colony (the previous holder Con Sheehan having left the Colony) both men are well known. Also a 6 round Contest between A. SMART and J. DEEGAN, R.W.F. J. WILLIAMS, and S. BENTLEY, (Coloured). (10 St. Champin) will box a 4 round trial boat and other events.

Popular Prices—\$5, \$2 & \$1.

Tickets may be obtained at the Victoria and Kowloon Hotels.

Doors open at 8. Commence at 8.30. H. MARTIN, Manager.

*Hongkong, 21st December, 1901. (1397c)

HONGKONG BENEVOLENT SOCIETY.

A SUBSCRIPTION DANCE in aid of the above SOCIETY will be held in the CITY HALL, on JANUARY, 24TH, 1902, at 9.30 P.M.

TICKETS\$5 each.

Tickets may be had from Mrs. FORBES, East Point, or from Members of the Committee of the Society.

Hongkong, 19th December, 1901

Entertainments.

CHRISTMAS AND NEW YEAR HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, TO-MORROW and THURSDAY, the 1st and 2nd January, 1902:—
For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
T. P. COCHRANE,
Pro. Manager, Hongkong.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
For the NATIONAL BANK OF CHINA, LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.
For the BANQUE DE L'INDO-CHINE, Hongkong Agency,
L. ROGNON,
Acting Manager.
For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,
J. W. R. TAYLOR,
Manager.
For the YOKOHAMA SPECIE BANK, LIMITED, TARO HODSUMI,
Manager.
For the IMPERIAL BANK OF CHINA, E. W. RUTTER,
Manager.
For the DEUTSCH-ASIATISCHE BANK, H. SCHOTTLAENDER,
Acting Manager.
For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

Hongkong, 31st December, 1901. (1391c)

XMAS AND NEW YEAR HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, TO-MORROW and THURSDAY, the 1st and 2nd January, 1902:—
JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LD. and
General Managers,
HONGKONG FIRE INSURANCE CO., LIMITED.
For the UNION INSURANCE SOCIETY OF CANTON, LIMITED,
W. J. SAUNDERS,
Secretary.
For the NORTH-CHINA INSURANCE CO., LD.,
W. H. PERCIVAL,
Agent.
For the CHINA TRADERS' INSURANCE CO., LIMITED,
W. H. RAY,
Secretary.
For the YANGTZE INSURANCE ASSOCIATION, LIMITED,
SHEWAN, TOMES & Co.,
Agents.
For the CHINA FIRE INSURANCE CO., LD.,
GEO. L. TOMLIN,
Secretary.

Hongkong, 31st December, 1901. (1392c)

SPECIAL HOME RETURN TICKETS.

NOTICE.

FROM the 1st January, 1902, we will issue SPECIAL HOME RETURN TICKETS available for Two years (from date of departure to date of arrival on return) for one and one half fare.
E. A. HEWETT,
Superintendent,
P. & O. S. N. Co.,
P. DE CHAMPMORIN,
Acting Agent,
Messageries Maritimes Cie.
MELCHERS & Co.,
Agents,
Norddeutscher Lloyd.
Hongkong, 23rd December, 1901. (1407c)

HONGKONG SUBSCRIPTION LIBRARY.

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FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H. E. POLLOCK, ESQ., K.C.

TRUSTEES: Hon. J. H. STEWART, LL.C., ART. C.M.G., G. R. DODWELL, LL.B., R. SHEWAN, ESQ.
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\$2.50.....Per Half Year.
or
\$1.40.....Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference, and it is hoped to maintain it up to date.

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Hon. Secretary and Treasurer,
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Hongkong, 28th December, 1901. (1415c)

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JUST LANDED.

A New Stock of LADIES' BOOTS AND SHOES, Very Superior English make BROWN AND BLACK, ALSO

GENTLEMEN'S BOOTS AND SHOES, BROWN, BLACK & PATENT LEATHER.

LADIES' BOOTS AND SHOES, Parisian make.

Hongkong, 28th December, 1901. (689c)

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The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

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Hongkong, 28th Decr., 1901. (735c)

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THE INVENTORS OF INCANDESCENT GAS LIGHT.

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12th October, 1900. (2)

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nothing else. The robbers were as well armed as their would-be conquerors, having weapons of comparatively recent (foreign) manufacture. Several of them were killed, as well as a couple of the attacking party. The robbers, however, outnumbered the attacking party, and the latter was compelled to send back to the city for reinforcements and all the soldiers now stationed here (hardly more than 100) responded. About midnight the victors returned, with burst of trumpet and roll of drum. They brought with them six prisoners and reported that they had burned the rendezvous of the outlaws, fourteen of whom perished in the flames. In addition eight were killed. The rest of the band, to the number of 40 or 50, escaped to the north. That a company of outlaws like this can be active, less than ten miles from one of the most peaceful and quiet cities of Shantung, is a sad commentary on some of the conditions which exist in China. The six prisoners will be beheaded, the families of the soldiers who were killed will be given a few strings of cash, and the official who ordered the attack will be well spoken of. Then matters will go on as before, and new robber bands will appear.—N. C. D. News Co.

BRITISH SQUADRON IN YOKOHAMA.

There are now at the Yokohama anchorage three of the finest ships that the British Navy can boast of, say the *Japan Daily Mail*, of the 13th inst. They consist of two first-class battleships and one first-class cruiser. The *Albion*, (which carries the flag of Rear-Admiral Harry T. Grenfell, C.M.G.) and the *Ocean* are sister ships, designed to fight in the battle-line and, with the exception, perhaps, of the newest Japanese vessels, are the most powerful of their kind in the world. Each carries four 12-in. guns, two four and a half and twelve 6-in. pieces on spigons fore and aft and on the broadside. Against this the Japanese ships have the same armament with two additional 6-in. guns, and seem to have at the same time better armour protection for their gun positions. Yet the *Albion* and *Ocean* are fine fighting ships, though the former looked somewhat disreputable as she came in, with black funnels and dirty white on her water line. The *Argonaut* is of quite a different type. She belongs to the *Dreadnaught* class which, many think, is a distinct improvement upon the *Pearl* type. This style of ship has a very high freeboard with a low poop and instead of the one 9.2-in. gun carried forward and aft by the earlier cruisers, has four 6-in. quick firers so placed, her complete main battery being thus sixteen pieces of that calibre. Of course, like the ships of her class, the *Argonaut* is practically unprotected against heavy gun-fire, but, though comparisons may be odious, it is not out of place to state that in the *Kosia*, a ship of similar type, gun protection has been equally ignored.

THE LATE CAPTAIN COBBAN.

THE FIGHTING IN THE PHILIPPINES.

We are indebted to the *Aberdeen Evening Express* for the following:—
Many of his friends in Aberdeen will hear with regret the news which has just come to hand of the death of A. W. C. Cobban, late of the China and Manila Steam Navigation Company. The sad event took place at his house in Kowloon, Hongkong, rather unexpectedly on the morning of 14th October, for the last news his relatives in Aberdeen heard from him indicated that he was in good health, although engaged in the somewhat perilous undertaking of taking command of steam launches from Hongkong to Manila in connection with the war in the Philippines. The letter received conveying the news of his death states that he was not long ill. Captain Cobban was the third son of the late Captain R. Cobban and Mrs. Cobban, 72 Dec Street, Aberdeen, his father being well known as a seaman in the Australian and Quebec trade with the vessels of the old and much-respected firm of Messrs. Donaldson Rose and Company, Aberdeen. He died in 1864. Captain Cobban inherited his father's seafaring instincts, and after receiving his education at the Trade School and Grammar School of Aberdeen, went to sea, where he has been almost continuously since 1870. His apprenticeship was served with the firm of Messrs Richard Cannon and Company, Aberdeen, in trading between London and Australia. This firm he left to join the New Zealand Company, and was mate on several of their vessels plying between London and New Zealand. Thereafter he became mate of the s.s. *Telephone*, an Aberdeen steamer, which used to come to Aberdeen occasionally, and of which he subsequently became master. In March, 1884, he left Aberdeen as chief officer of the s.s. *Zafra*, belonging to the China and Manila Steam Navigation Company. He was transferred from that vessel to be mate of the *Diamante*, and one or two other vessels belonging to the same company, and he had command of the *Zafra* for eight years. On the outbreak of the war between the United States and the Philippine Islands this steamer was bought by the Washington Government as a transport, and Admiral Dewey asked Captain Cobban to go along with the steamer as commander. This invitation Captain Cobban did not, however, accept. About this time a new steamer for the company—a second *Diamante*—was being built in Aberdeen by Messrs. Hall, Russell, and Company, Limited, and Captain Cobban came to Aberdeen to take the ship out to Hongkong. At that time he met many of his friends in Aberdeen. Soon after he went out to China again, owing to certain changes in the company, Captain Cobban resigned his position, and was engaged by the Americans and others in taking steam launches from Hongkong to Manila, his experience of Chinese

waters being of the greatest service in this respect. He was greatly esteemed by all with whom he came in contact. He was especially a favourite with the Chinese, among whom he had lived for over seventeen years, and possessed many tokens of their esteem, one of the most cherished being a flag with which he was presented of his kindness to Chinese sailors on account. Like his father before him, he was a thorough sailor and a very skilful navigator. Indeed, during his long experience, he is never known to have made a mistake in seamanship, nor was he ever found fault with in any particular. He could navigate a ship when others would have failed, and that, too, in the dangerous seas around the Chinese coast. Captain Cobban had just entered his 47th year. He leaves, in Hong-Kong, his widow, who is an English lady, and two young children, a boy and a girl. For them, as also for his relatives in Aberdeen, in their bereavement, much sympathy will be felt. The captain's relatives in Aberdeen are his mother, who resides in Dec Street, three sisters and two brothers, one of the brothers being Mr. G. W. Cobban, assistant inspector of agencies on the Great North of Scotland Railway.

PING-PONG RULES.

Mr. Walter Harrison, Honorary Secretary of the Cavendish Table Tennis Club, contributes the following to the *Windsor Magazine*:—Whilst the game has undoubtedly attained its present popularity under the onomatopoeic title of "Ping-pong," its more enthusiastic and serious devotees object to the somewhat frivolous suggestion which this name conveys, preferring to style the game "table tennis," and there seems little doubt that under this latter title it will live in the long run. Table tennis is played on almost exactly the same lines as the "single" game of lawn tennis, except that, as no courts are marked out, the full expanse of each half of the table is available alike for the service and the return. Whilst the game can be enjoyably and skilfully played on any ordinary dining or drawing room table of six feet or more in length, the size of the regulation match table has been fixed for the present by a general consensus of opinion at nine feet long by five feet wide. The height of the net should be in the proportion of about three-quarters of an inch, to each foot length of the table—i.e., the height of a match net is six and three-quarters inches. Whilst there are a number of different styles of net supports on the market, each claiming special advantages, the undoubted *sine qua non* is that they should extend six inches or more beyond the sides of the table, thus leaving its full width available for unobstructed play. The general rules of table tennis are very simple, being practically the same as those which govern lawn tennis, with the exception that the service must be strictly underhand, that in serving no "fault" is allowed, and that volleying is entirely prohibited owing to the fact that the game is at present quite in its initial stage, and that no central controlling association yet exists with the requisite authority for framing definite laws and regulations, the foregoing general rules have received somewhat varied interpretation by different sets of players up and down the country. This particularly applies to the "service" rule, as the expression "under-hand" allows of considerable latitude. Difference of opinion also exists to the reading of the "no volleying" rule—as, for instance, in a case where the return would have been clearly out of court if the ball had not been volleyed. The Cavendish Table Tennis Club, which, in its capacity as the pioneer combination of players, has assumed temporary legislative powers, has adopted the following definite rulings in regard to these two points:—"That the service must be delivered from below the waist," thereby disqualifying an almost unplayable service delivered from about the height of the shoulder, and "that all volleying, irrespective of the position of the ball at the time of the volley, shall count against the volleyer." Probably the coming winter will be the crucial point in its continuance or otherwise; but if it be taken up again with renewed energy by those who almost regretfully abandoned it at the advent of the hot weather, its future would seem to be assured.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Laos*, from Marseilles, Dec. 15.—To Shanghai: Mr. Yang Si Tcheng, Mr. Che Tseng.
Per P. and O. steamer *China*, connecting with the steamer *Paramatta*, at Colombo, from London, Dec. 13.—To Shanghai: Mr. and Mrs. J. Lorrie. From Marseilles, Dec. 20.—To Hongkong: Mr. Houston.
Per P. and O. steamer *Bombay*, from London, Dec. 14.—To Yokohama: Mr. and Miss Maw.
Per Messageries Maritimes steamer *Tonkin*, from Marseilles, Dec. 1.—To Yokohama: Mr. and Mrs. Stein.
Per P. and O. steamer *Himalaya*, connecting with the steamer *Coromandel*, at Colombo, from London, Nov. 29.—To Yokohama: Mrs. and Miss McIsaac. To Shanghai: Mr. and Mrs. W. McAustan, Mr. R. D. Ballantine, Mr. de Bretton Giolma, Mr. and Mrs. J. Lowe. To Hongkong: Mr. and Mrs. L. Kerr, Mr. and Mrs. T. E. Williams, Miss Williams, Mr. E. R. Fleming, Mrs. Arnold and child, Mrs. Lewis and 4 children, Mrs. Hamilton and 3 children, M. J. G. Kinnaird, Mr. A. G. Fletcher. From Gibraltar. To Hongkong: Mrs. Hayward and 2 children. From Marseilles.—To Shanghai: Mr. Murray. From Port Said.—To Shanghai: Mr. Levering.
Per Norddeutscher Lloyd steamer *Preussen*, from Bremen, Nov. 27, and Southampton, Dec. 2.—To China: Messrs. Frizell, Smith.

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The most comfortable family Hotel in Hongkong.
EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

TERMS MODERATE.
Hongkong, 7th December, 1901.

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Under entirely new management.

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Collisions and Damages Surveyed for Insurance Companies, Ships' Designs and Specifications Prepared.
Office: 8, Queen's Road Central.
Hongkong, 8th November, 1901.

WING CHEONG.
DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND GENERAL EXPORTERS.
No. 35, Queen's Road Central.
Next Door Messrs. LANE, CRAWFORD & Co.
Hongkong, 20th November, 1901.

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
EASTMAN'S KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS" guaranteed given to every purchaser.
40, QUEEN'S ROAD, Watson's Building.

G. CHARLES BROS. & CO.
THIS COMPANY has opened a New Establishment of SHIP CHANDLERS, NAVY CONTRACTORS, GENERAL STORE-KEEPERS, PROVISION AND COAL MERCHANTS, TAILORS AND OUTFITTERS. FRESH WATER supplied at Shortest Notice. All orders promptly attended to. This Company sells everything cheaper than any other Company in this Colony.
NO. 30 DES VOEUX ROAD CENTRAL, HONGKONG.
Hongkong, 13th December, 1901.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.
SOLE AGENTS FOR:
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.
Sole Agents for:
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
AT REASONABLE PRICES.
HONGKONG, 10th Nov. 1901.

DROZ & Co.,
WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.
SPECIALITIES:
LEVER WATCH & CHRONOMETERS. TRADE MARKS: MAXIM, BERN, &c.
REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rates.
No. 10, QUEEN'S ROAD CENTRAL, Hongkong, 13th May, 1901.

DENTISTRY.
SUI SANG, DENTIST.
(Lately Practising with Dr. I. SAKATA).
No. 4, Queen's Road Central.
Hongkong, 17th January, 1901.

DENTISTRY.
AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
10, QUEEN'S ROAD CENTRAL, Hongkong, 2nd January, 1901.

Mails.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KUMANO MARU	(SYDNEY AND MELBOURNE, VIA) MANILA, THURSDAY, 2nd Jan., 1902, at 4 P.M.	
E. W. Haswell	TOWNSVILLE and BRISBANE	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.
Hongkong, 21st December, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).
THE Steamship
"VALETTA,"
Captain A. G. Cubitt, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 4th January, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay without transshipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to:
E. A. HEWITT, Superintendent.
Hongkong, 21st December, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.
PROPOSED SAILINGS FROM HONGKONG.
VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
Steamers. Tons. Captains. Proposed Sailings.
Olympia 2,837 J. Truebridge Jan. 11
Glenholt 3,100 W. Frake Feb. 7
Duke of York 2,821 J. S. Cox Feb. 22
Tacoma 2,811 A. Dixon Mar. 8
THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES, and to EUROPE.
HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table. Doctor and STEWARDESS carried.
Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to New York in 48 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.
HONGKONG TO VICTORIA, TACOMA £35.
The best route to the Klamath GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other points on application.
Special rates allowed to members of General Services.
For further information as to Passage or Freight, apply to:
DODWELL & Co., LIMITED, General Agents.
Hongkong, 27th December, 1901.

TO LET.
EUROPEAN HOUSES, Nos. 4, 5A, 7 and 8, WILD DELL, WANCHAI ROAD. Suitable for apartments or boarding houses.
Apply to—
SANG KEE, 72, Wing Lok Street.
Hongkong, 27th December, 1901.

TO LET.
FIVE ROOMED BUNGALOW, "RHEDA," BONHAM ROAD. Beginning from 1st January, 1902.
Apply to
LIAO TZE SAN, CHINA MERCHANTS STEAM NAVIGATION CO., 38, Des Voeux Road.
Hongkong, 30th November, 1901.

TO LET.
HOUSES in CLIFTON GARDENS, CONDUIT ROAD.
GODOWNS at BLUE BUILDINGS.
HOUSES at CAUSEWAY BAY, facing the Polo Ground.
A HOUSE in RIPON TERRACE.
"THE RETREAT," MOUNT KELLET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th November, 1901.

TO LET.
NO. 1, STEWART TERRACE—THE PEAK.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901.

TO LET.
NO. 2, ORMSBY TERRACE, from 1st February, 1902.
Apply to
PUN HUNG, 85, Queen's Road Central.
Hongkong, 10th December, 1901.

TO LET.
GODOWN—No. 5A, DUDELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901.

For Sale.
FOR SALE, CHEAP.
A COTTAGE, PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to
THE ROBINSON PIANO CO.
Hongkong, 27th May, 1901.

FOR SALE.
SEVERAL MODERN BOOKS on Engineering Subjects.
For List, apply
"STEAM,"
C/o The Hongkong Telegraph.
Hongkong, 10th August, 1901.

JUST UNPACKED.
BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.
Finest WESTPHALIAN HAMS.
H. RUTTONIE,
D'Almeida Street, and
A. S. Bignell, 10, Des Voeux Road.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	WOO SUNG	2nd January.
AMOI and SHANGHAI	CHANGHONG	4th January.
Kobe and YOKOHAMA	CHINGTU	15th January.
MANILA	CHANGSHA	16th January.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	CHANGSHA	16th January.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	MEMNON	6th January, 1902.
"	IDOMENEUS	8th " "
"	TANTALUS	18th " "
"	AXAX	22nd " "
"	PYRREUS	31st " "

HOMEWARDS.

FOR LONDON.	STEAMERS	DUE
"DEUCALION"		7th Jan., 1902.
"PELEUS"		21st " "
"STENTOR"		4th Feb., " "
"IDOMENEUS"		18th " "
"AXAX"		4th March, " "
"PATROCLUS"		20th Jan., 1902.
"TANTALUS"		15th Feb., 1902.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. & Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELL," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship "INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 14th January, 1902.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO. [1266c]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW	"ANPING MARU"	K. Sudzuki	THURSDAY, 2nd January.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 5th January.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 8th January.
FOR TAMSUI	"DAIGI MARU"	T. Kikano	SUNDAY, 12th January.

* Via SWATOW and AMOI.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th December, 1901.

TOYO KISEN KAISHA (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons.

Captain Tate, having been placed on the above service, will be despatched hence for MANILA, on SATURDAY, the 4th January, 1902, at Noon.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

No. 6, Ice House Street and Corner of Des Voeux Road, 1st floor.
Hongkong, 30th December, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE"

Captain Ballou, will be despatched as above on WEDNESDAY, the 15th January, P.M.

The steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For information as to Passage and Freight, apply to

SANDER WIELE, Agents.

Hongkong, 30th December, 1901.

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KUMANO MARU," (4,700 Tons Gross, Captain E. W. Haswell), will be despatched for the above Port, on THURSDAY, the 2nd January, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 23rd December, 1901. [1401c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 7th January, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 30th December, 1901. [1415c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE," Captain St. John George, will be despatched as above on THURSDAY, the 9th January, 1902, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th December, 1901. [1363c]

Consigners.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 2nd January, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 30th December, 1901. [1414c]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ, &c.

THE Company's Steamship

"INDRANI," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 1st January, at 10 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & Co., Agents.

Hongkong, 30th December, 1901. [1415c]

Intimations.

THREE CHEERS FOR

XMAS BHAGAT

CAKES.

Made from Pure Australian Butter.

10% Discount for Cash.

H. RUTTONJEE, No. 5, D'Aguiar Street, and

No. 39, and 40, Elgin Road, Kowloon.

Hongkong, 30th December, 1901. [1416c]

NEW GOODS.

PLENTY

IN

HAND.

JAPANESE CURIOS.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900. [41c]

C. E. WARREN, BUILDING CONTRACTOR, WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Price on Application. [558c]

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS

Hongkong, 22nd November, 1901.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JAYES' FLUID

SOAP. SANITARY SOAP. SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1902. [137c]

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually supplanting injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pain and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state, which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [69c]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

CELESTE BURELL, British ship, Jeffrey—Order.

HELEN H. WYMAN, American ship, Vanhook.

—Arnhold, Karberg & Co.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 22nd April, 1902.

For Sale.

NOW READY.

THE SPECIAL DESCRIPTIVE AND STATISTICAL EDITION OF THE "HONGKONG TELEGRAPH." TEN PAGES. PRICE 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a Second Edition cannot be printed.

The Special Edition will be mailed to any address on receipt of 50 cents to cover cost and postage.

Hongkong, 2nd May, 1901.

REMARKABLE SUICIDE AT MANILA.

Thomas Brown, seaman on board the British barque *Kilverdale*, committed suicide lately at Manila in a marvellous manner. He had been confined in the fore-castle for threatening to kill certain persons on board. His wrists were ironed, but he was allowed the use of his legs. He managed to tie a stout rope to a bolt projecting from the wall above the bench on which he was sitting. His next move was to tie a slip noose and encircle his neck with the hemp. He then slipped from the bench and in this manner secured slightly over a two feet drop that was sufficient to cause his death by strangulation. When discovered, the greater part of his body was stretched full length on the floor, but the head was held by the rope in nearly an upright position about two feet from the floor. His features were composed and there were no apparent signs of struggle or agony. From his position it was evident that, had he desired to regain the bench after he touched the floor, it would have been impossible to do so, as his manacled arms were in front of his body.

SHIPPING.

Arrivals.

Hanoi, French steamer, 742, P. Merlees, 30th Dec.—Haiphong 27th Dec., and Hoihow 29th, Rice.—A. R. Marty.

CALEDONIAN, French steamer, 4,960, Blanc, 31st Dec.—Marseilles 29th Nov., and Saigon 28th Dec., Mails, and General.—Messageries Maritimes.

KUMANO MARU, Japanese steamer, 3,147, E. W. Haswell, 31st Dec.—Yokohama and Nagasaki 27th Dec., General.—Nippon Yusen Kaisha.

SHANGHAI, British steamer, 2,163, E. Spicer, R.N.R., 31st Dec.—London 14th Nov. and Singapore 24th Dec., General.—P. & O. S. N. Co.

FORMOSA, British steamer, 674, A. E. Hodgins, 31st Dec.—Tamsui 28th Dec., and Swatow 30th, General.—Douglas, Lapraik & Co.

ASAMA, British steamer, 2,671, F. F. Bement, 31st Dec.—Japan via Shanghai and Fochow 29th Dec., General.—Shewan, Tomes & Co.

CHIYO MARU, Japanese steamer, 1,082, K. Yoshikuni, 31st Dec.—Chefoo 24th Dec., General.—Order.

AUSTRALIAN, British steamer, 3,000, P. T. Helms, 31st Dec.—Australia 7th Dec., General.—Gibb, Livingston & Co.

DORIC, British steamer, 2,691, Harry Smith, R.N.R., 31st Dec.—San Francisco 3rd Dec., Honolulu 10th, Yokohama 23rd, Kobe 24th, Nagasaki 25th, and Shanghai 26th, Mails and General.—O. & O. S. S. Co.

TRITOS, German steamer, 1,632, H. Clausen, 31st Dec.—Swatow 30th Dec., General.—Siemssen & Co.

PAKHOT, British steamer, 1,248, C. C. Williams, 31st Dec.—Chinkiang 26th Dec., General.—Butterfield & Swire.

ELSE, German steamer, 993, Rickes, 31st Dec.—Canton 31st Dec., General.—C. E. & M. Co.

FOOCHOW, British steamer, 1,758, C. Smale, 31st Dec.—Canton 31st Dec., General.—Butterfield & Swire.

Clearances at the Harbour Office.

Bahan Maru, Japanese str., for Canton.

Oberga, British bark, for New York.

Amoy, German str., for Saigon.

Laisang, British str., for Shanghai.

Lyemson, German str., for Fochow.

Atama, British str., for Singapore.

Anping Maru, Japanese str., for Swatow.

Lungking, British str., for West River.

Kumano Maru, Jap. str., for Manila.

Holmson, British str., for Canton.

Taihuon, American str., for Shanghai.

Tatchoon, German str., for Tientsin.

Mausang, British str., for Sandakan.

China, American str., for Shanghai.

Telmachus, British str., for Swatow.

Departures.

Dec. 31, *Prinz Heinrich*, Ger. str., for Japan.

Dec. 31, *Holhaas*, French str., for Hoihow.

Dec. 31, *Hiroshima Maru*, Jap. str., for Kobe.

Dec. 31, *Aurora*, British cruiser, for Practice.

Dec. 31, *Chunyang*, British str., for Canton.

Dec. 31, *China*, American str., for San Francisco.

Dec. 31, *Caledonian*, French str., for Shanghai.

Dec. 31, *Laisang*, British str., for Canton.

NOT AND A.

CALENDAR.

DECEMBER.
Meteorological means based on fifteen years' observations to 1895.

Barometer	30.181
Thermometer	64.4
Humidity	64
Rainfall	0.985

TO-DAY.

On date at 10 a.m. On date at 4 p.m.
On date at 10 a.m. On date at 4 p.m.
On date at 10 a.m. On date at 4 p.m.

TO-DAY.

Tuesday, 31st December, 1901.
Sunrise—22nd of 12th moon of 27th year of Kwang-si.
Suns—Rises 6hr. 37min.
Sets 5hr. 21min.
Moon—Last Quarter 7hr. 53m. p.m.
High water—Morning 6hr. 1min.
Afternoon 2hr. 12min.
Low water—Morning 7hr. 3min.
Afternoon 6hr. 20min.

ANNIVERSARIES.

1863—The town clock first started to usher in 1863.
173—Lord W. H. Bentinck died.

TO-MORROW.

Wednesday, 1st January, 1902.
Chinese—22nd of 12th moon of 27th year of Kwang-si.
Suns—Rises 6hr. 37min.
Sets 5hr. 21min.
Moon—Last Quarter 7hr. 53m. a.m.
High water—Morning 6hr. 40min.
Afternoon 2hr. 50min.
Low water—Morning 7hr. 43min.
Afternoon 7hr. 40min.

ANNIVERSARIES.

1863—End of the Kaffir War.
1863—Messageries Maritimes steamers started.
1877—Her Majesty the Queen proclaimed Empress of India, at Delhi.
1884—Hongkong Observatory opened.
1886—British annexation of Upper Burma.
1896—Defeat and surrender of Dr. Jameson at Krugersdorp.
1897—Chief Justice Carrington knighted.
1898—Import duty on tea abolished in Belgium.
1901—Parade of British troops at Shanghai in honour of the Empress of India.

AGENDA.

6 Arsenal Street, Top Floor,
Off Queen's Road, East.
Meetings are held as follows:—

SUNDAY.

Acts 2:42 11 a.m.
Gospel Address 6 p.m.

TUESDAY.

Soldiers & Sailors Bible Class. 6 p.m.

THURSDAY.

General Bible Class 6 p.m.

SATURDAY.

Prayer Meeting 6 p.m.
A Hearty Welcome given to all.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (Coronand) 4th prox.
Canadian (Tartar) 7th prox.
German (Preussen) 7th prox.
German (Prinzess Irene) 7th prox.
American (Nippon Maru) 8th prox.
American (Peru) 16th prox.
American (Coptic) 25th prox.

The Canadian Pacific Railway Co.'s steamer *Athenian* arrived at Vancouver at 3:30 a.m. on Sunday the 29th inst.

The C. & Co.'s steamer *Bisagno* left Singapore for this port on the 30th inst., and may be expected here on or about the 6th prox.

The O. S. S. Co.'s steamer *Memnon* from Hongkong and Liverpool left Singapore on the 29th inst., and should arrive at Hongkong on 6th prox.

Imperial German Mail steamer *Prinzess* left Kobe via Nagasaki and Shanghai on 29th inst., and may be expected here on or about Tuesday the 7th prox.

ANG AND WHAMPOA DOCK RETURNS.
The *Prinzess* arrived at Kowloon Dock.

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VISITORS AT THE HONGKONG HOTEL.

Alfred, Mr. and Mrs. Joseph, Mr. and Mrs. A. R.
Andrew, Mr. D. A.
Angus, Mrs.
Arnold, Mr. H. S.
Bailey, Mr. W. S.
Barlow, Mr. H. J.
Barlow, Mr. F. C.
Beckett, M.P., Mr. E.
Bell, Mr. J. T.
Beringer, Dr.
Black, Mr. J.
Bonner, Mr. A.
Brown, Mr. and Mrs.
D. E.
Brown, Mr. J. W.
Buttsworth, Major
Cameron, Mr. D. H.
Clark, Dr. F.
Colson, Mr. J. S.
Crago, Dr. J. M.
Davis, Mrs. and child.
Denroche, Mr. F. C.
Discombe, Mr. G. M.
Dorehill, R.A., Major
Ducos, Mr. H.
Dunsford, Capt. & Mrs.
Edwards, Mr. F. W.
Fernald, Mr. and Mrs.
Fox, Mr. J.
Gibson, Mr. and Mrs.
Kennedy and child.
Glover, Mr. C.
Goldstein, Mr. H.
Goldman, Mr. I.
Grant, Mr. John
Grant, Mr. W.
Greene, Mrs. W. W.
Handelman, Mr. J.
Hanson, Mr. B. E.
Heaps, Mr. E. O.
Heckford, Mr. R. G.
Howard, Mr. Thos.
Howkins, Mr. and Mrs.
H. L.
Hughes, Mr. W. K.
Huke, Mr. A. N.
Jenkins, Miss
Johnsen, Mr. and Mrs.
Jolly, Mr. A. E.

CONNAUGHT HOTEL.

Abad, Mr. J. M.
Aeille, Mrs. C. & child.
Bell, Miss
Brackstone, Mr. H. F.
Brockelbank, Mr. and Mrs.
Bryson, Mr. A.
Bury, Mr. and Mrs. L. J.
Chalk, Mr. and Mrs.
Cotton, Mr. L. A.
Cowper, Miss
Dydale, Miss
Gumpert, Mr. and Mrs.
E.
Hindmarsh, Mr. & Mrs.
T. W.
Honnau, Miss
Hurri, Mr. A.
Jenkins, Mrs. D. L.
Lecot, Mr. A.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Anderson, Mr. & Mrs. Libeaud, Mrs.
and child.
Beattie, Mr. James
Benson, Capt. and Mrs.
New York, A.M.C., Capt. Marchedelli, Mrs. & child.
Bonnar, Mr. J. W. C.
Brown, R.E., Col. L. F.
Brayne, Mr. H. F. R.
Brusse, Mr. G.
Cameron, Mr. and Mrs.
Allen
Cart, Miss
Cartwright, Miss
Chapman, Mr. and Mrs.
Connell, Mr. and Mrs.
Coppin, Mr. A. G.
Crookenden, Col.
Dann, Mr. and Mrs. G.
Davies, Mr. W.
Dixon, Mr. W. B.
Dixon, Mr. F. H.
Eckel, Mr. J. S.
Fitch, Mrs. W. Grant
Forbes, Mr. Andrew
Gaffney, Mr. Andrew
Hamilton, Major
Houten, Mr. J. von
Hughes, R.A.M.C., Lt.
Col.
James, R.A., Maj. and Mrs.
Jeffries, Mr. H. N.

CRAGIEBURN.

Brown, Mr. and Mrs. Ough, Mr. and Mrs. A.
H. Matheson
Edwards, Mr. G. H.
Georg, Mr. and Mrs. C.
Grimble, Mr. G.
Helm, Mr. W.
Henderson, R.N., Capt.
and Mrs. F. H.
Pryne, Capt. and Mrs.

QUEEN'S HOTEL.

Bowers, Dr. F. H.
Cromin, Mr. J.
Daniels, Mr. W. P.
Gehle, Mr. A.
Golez, Mr. Mestries
Gonard, Mrs. and child
Halliday, Mr.
Hewitt, A.P.D., Capt.
Kay, Mr. P.
Lowin, Lieut. Col. and Truebridge, Capt.
Mrs. & I.H.C.
Leuss, Mrs. and child
Lucker, Mr.
Malsing, Capt. A.
McDermott, Mr. & Mrs.
Nobbs, Mr. A. P.

KOWLOON HOTEL.

Barrett, Lieut. & Mrs. Crockett, Miss
A. S. (H.K.R.)
Bilbrough, Mr. C. T. S.
Bilbrough, Mrs. J.
Connell, Capt.
Corback, Capt. W. V.
Crockett, Mrs.

THE SHARE MARKET.

LATEST QUOTATIONS.

(DECEMBER 31st.)

STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$22½ sales
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£ 1	nominal
National Bank of China, Limited—Founders	£ 1	\$15 buyers

Union Insurance Society of Canton, Limited	\$ 50	\$34½ sellers
China Traders' Insurance Company, Limited	\$ 25	\$52 buyers
North China Insurance Company, Limited	\$ 60	Tails 180 buyers
Yantai Insurance Association, Limited	\$ 50	\$130 sellers
Canton Insurance Office, Limited	\$ 20	\$155 sellers
Straits Insurance Company, Limited	\$ 20	nominal

Hongkong Fire Insurance Company, Limited	\$ 50	\$16½ buyers
China Fire Insurance Company, Limited	\$ 20	\$8½ buyers

Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$36 buyers
Indo-China Steam Navigation Company, Limited	£ 10	\$140 ex div. buyers
China and Manila Steamship Company, Limited	\$ 50	\$60 sales
Douglas Steamship Company, Limited	\$ 50	\$47 sellers

China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£10
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£5
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 10	£7.10
"Star" Ferry Company, Limited	£ 5	\$24 sellers
"Shell" Transport and Trading Company, Limited	£ 1	\$9 sellers

Shanghai Tug Boat Company, Limited	Tails 100	Tails 175
Taku Tug and Lighter Company, Limited	Tails 50	Tails 155
Shanghai Cargo Boat Company, Limited	Tails 100	Tails 137½
Co-operative Cargo Boat Company, Limited	Tails 100	Tails 137½

China Sugar Refining Company, Limited	\$ 100	\$50 sales
Luzon Sugar Refining Company, Limited	\$ 100	\$50 buyers
Perak Sugar Cultivation Company, Limited	Tails 50	Tails 76½

Punjom Mining Company, Limited	\$ 10	\$5
Punjom Mining Preference Shares	\$ 1	\$1½ sellers
Société Française des Charbonnages du Tonkin	Francs 250	\$375 buyers
Queen Mines, Limited	Cents 25	\$4 sellers
Jebeu Mining and Trading Company, Limited	£ 185. 10d.	\$10 sellers
Raub A'lian Gold Mining Company, Limited	£ 5	\$10 sellers
Olivers Freehold Mines, Limited A	\$ 5	nominal
Olivers Freehold Mines, Limited B	\$ 5	nominal
Chinese Engineering & Mining Company, Ltd.	£ 1	Tails 9.60

Hongkong and Whampoa Dock Company, Limited	\$ 50	\$290
S. C. Farnham, Boyd & Co., Ltd.	Tails 100	Tails 25½ buyers
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$94 sales
New Amoy Dock Company, Limited	\$ 64	\$86 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited	Tails 100	Tails 302½

China Provident Loan and Mortgage Company, Limited	\$ 10	\$9½ buyers
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$195 sellers
Kowloon Land and Building Company, Ltd.	\$ 30	\$33½ sellers
West Point Building Company, Limited	\$ 50	\$65 sellers
Hongkong Hotel Company, Limited	\$ 50	\$137 sellers
Oriente Hotel Company, Limited (Manila)	\$ 100	\$285
Astor House Hotel Co., Limited (Shanghai)	\$ 100	\$285
Humphreys Estate and Finance Company, Limited	\$ 10	\$14 buyers
Shanghai Land Investment Company, Limited	Tails 50	Tails 101

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$13½
Ewo Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 42 sales
International Cotton Manufacturing Company, Limited	Tails 100	Tails 20 sellers
Luen-kung-mow Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 50 sales
Soy Chee Cotton Spinning Company, Limited	Tails 500	Tails 160
Yahloong Cotton Spinning Company, Limited	Tails 100	nominal

Alhambra, Limited	\$ 50	\$500 nominal
Philippine Tobacco Trust Co., Limited	\$ 50	\$52
Shanghai-Sumatra Tobacco Company, Limited	Tails 50	Tails 40
American Cigarette Company, Limited	Tails 50	Tails 50

Green Island Cement Company, Limited	\$ 10	\$22 sellers
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$15½ sellers
Watkins, Limited	\$ 10	\$10 sellers
Hongkong Electric Company, Limited	\$ 5	\$14 sellers
Hongkong Electric Company, Limited	\$ 5	\$6½ sellers
Hongkong and China Gas Company, Limited	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$175 sellers
Geo. Fenwick & Co., Limited	\$ 25	\$15 sellers
Hongkong Ice Company, Limited	\$ 25	\$195 sellers

Hongkong High-Level Framways Company, Limited	\$ 100	\$280 ex div. buyers
Dairy Farm Company, Limited	\$ 6	\$11 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$21 buyers
Bell's Asbestos Eastern Agency, Limited	£ 125. 6d.	\$1
United Asbestos Oriental Agency, Limited	\$ 4	\$1 buyers
Tebrau Planting Company, Limited	\$ 5	\$1
Universal Trading Co., Limited	20	\$20 buyers
Hongkong Steam Water-boat Co., Limited	20	\$38 buyers
China Light and Power Co., Limited	20	\$20 buyers
Robinson Piano Co., Limited	50	\$50
Manila Investment Co., Limited	50	\$50
William Powell, Limited	10	\$24 sales
Shanghai-Langkai Tobacco Company, Limited	Tails 100	Tails 324

Telegraphic Address—"Rialto."		
Telephone No. 148.		
P. O. Box No. 17.		

Benjamin, Kelly & Potts,		
Share Brokers.		

STEAMERS EXPECTED.		
VESSEL'S NAME	FROM	AGENTS.

Goromandel	Singapore	P. & O. S. N. Co.
Tartar	Japan	C. P. R. Co.
Prinzess Irene	Colombo	Melchers & Co.
Nippon Maru	Japan	P. & O. S. N. Co.
Peru	San Francisco	Pacific Mail S. S. Co.
Coptic	San Francisco	Pacific Mail S. S. Co.

DUE		
January 4th		
January 7th		
January 7th		
January 7th		
January 9th		
January 16th		
January 25th		

WELLS, KELLY & POTTS,		
Share Brokers.		

STEAMERS EXPECTED.		
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WELLS, KELLY & POTTS,		
Share Brokers.		

STEAMERS EXPECTED.		
VESSEL'S NAME	FROM	AGENTS.

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully request the managers of the shipping firms to give orders to their clerks to furnish this office, on terms already stipulated, with the latest available information every day.

THE HONGKONG TELEGRAPH

280 tons,
Dicks,

1,095
Manilla,
s, 6 guns,
anilla,
mdr. J. M.

s, 6 guns,
at Manila,
s, 797 tons,
E. Ide, at

s, Capt. J.

ON.
s, Capt. C.

tons, Capt.

s, Capt. P.

s, 14 guns,
al.

AR.
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n.
guns, 14,000
guns, 14,000
guns, 2,400

s, 6,200

s, 5 guns,
s, 35 guns,
s, 5,400
s, 2,035 h.p.,
s, 2,035 h.p.,
s, 2,400 h.p.,

s, 4,978 tons,
no.
s, 4,978 tons,
s, 2,800 tons

to QUEEN'S ROAD
HONGKONG.

CABLE ADDRESS.—Telegraph, I

THE leading English Newspaper
Also widely circulated in Ja
China, Ceylon, India and th
generally.

A daily newspaper with we
published for despatch by the ho
The daily is recommended as m
suitable, except for subscribers
America.

A special feature is made of fu
ate reports of local occurrences,
ters of general interest.

CORRESPONDENCE

Literary matter, which must
authenticated with the name and
writer, should be addressed to
Communications should be writt
of the paper only.

Business communications shou
ded to the Manager and not
members of the staff.

SUBSCRIPTION (in A

DAILY—\$50 per annum.

WEEKLY—\$13 per annum.

The rates per quarter, and
proportional, viz:—

DAILY—\$7.50 per quarter;
sem.

WEEKLY—\$3.25 per qua
mensen.

The daily issue is delivered
dressee is accessible to messen

ADVERTISING DEPA

The *Hongkong Telegraph* is a medium for advertising to Chinese largely among all classes of the is the largest daily newspaper with wider circulation than any journal in the East.

Special attention given to large advertisements.

The type used as a standard advertisement is similar to that instructed to display the most of any effective style of type. This standard runs exactly 10 inches, and about eight words per inch.

ADVERTISEMENTS
(per inch.)

One week, 100 h.p., at 1,000 h.p., at 1,500 h.p., at 2,000 h.p., at 2,500 h.p., at 3,000 h.p., at 3,500 h.p., at 4,000 h.p., at 4,500 h.p., at 5,000 h.p., at 5,500 h.p., at 6,000 h.p., at 6,500 h.p., at 7,000 h.p., at 7,500 h.p., at 8,000 h.p., at 8,500 h.p., at 9,000 h.p., at 9,500 h.p., at 10,000 h.p., at 10,500 h.p., at 11,000 h.p., at 11,500 h.p., at 12,000 h.p., at 12,500 h.p., at 13,000 h.p., at 13,500 h.p., at 14,000 h.p., at 14,500 h.p., at 15,000 h.p., at 15,500 h.p., at 16,000 h.p., at 16,500 h.p., at 17,000 h.p., at 17,500 h.p., at 18,000 h.p., at 18,500 h.p., at 19,000 h.p., at 19,500 h.p., at 20,000 h.p., at 20,500 h.p., at 21,000 h.p., at 21,500 h.p., at 22,000 h.p., at 22,500 h.p., at 23,000 h.p., at 23,500 h.p., at 24,000 h.p., at 24,500 h.p., at 25,000 h.p., at 25,500 h.p., at 26,000 h.p., at 26,500 h.p., at 27,000 h.p., at 27,500 h.p., at 28,000 h.p., at 28,500 h.p., at 29,000 h.p., at 29,500 h.p., at 30,000 h.p., at 30,500 h.p., at 31,000 h.p., at 31,500 h.p., at 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